

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

MEETING OF THE COMMISSION OF FINE ARTS

21 January 1999

AM 10:00 CONVENE, 441 F Street, NW, Washington, D.C. 20001

I. ADMINISTRATION

A. Approval of minutes:

17 December 1998

B. Dates of next meetings:

18 February 1999

18 March 1999

II. SUBMISSIONS AND REVIEWS

A. National Park Service/National 4th Infantry Division Association

CFA 21/JAN/99-1, Memorial to 4th Infantry (Ivy) Division, Memorial Drive, Arlington National Cemetery. Site approval and concept design.

B. General Services Administration

1. CFA 21/JAN/99-2, Veterans Administration, Vermont Avenue and I Street, NW. Security alterations and new guard booth. Design.

2. CFA 21/JAN/99-3, Ronald Reagan Building, Federal Triangle. Pavilion restaurant. Alterations, signs, plaza dining. Design.

II. SUBMISSIONS AND REVIEWS continued, 21 January 1999

C. New York Avenue Task Force

CFA 21/JAN/99-4, Master Plan study for the avenue corridor. Information presentation by Ron Linton, Chairman.

D. D.C. Downtown Business Incentive District

CFA 21/JAN/99-5, Downtown sign program and "way-finding" system. Status report representation.

E. Federal Highway Administration/D.C. Department of Public Works

1. CFA 21/JAN/99-6, G Street, NW, between 9th and 10th streets. Removal of "Streets for People" fountains/restoration of road bed. Design.
2. CFA 21/JAN/99-7, E Street, NW, between 15th and 18th streets. Reopening west bound E Street lanes/alterations and widening. Information presentation.

F. Department of the Treasury/U.S. Mint

1. CFA 21/JAN/99-8, Fifty states circulating/commemorative quarter. Reverse designs for sixth through tenth states: Massachusetts, Maryland, South Carolina, New Hampshire, Virginia. (Previous: CFA 21 May 1998-6.)
2. CFA 21/JAN/99-9, Silver dollar commemorating the 125th anniversary of the establishment of Yellowstone National Park. Designs.
3. CFA 21/JAN/99-10, National gold medal for "Little Rock Nine". Designs.
4. CFA 21/JAN/99-11, Platinum bullion coin. Reverse design for 1999 proof version.

G. Smithsonian Institution/National Zoological Park

CFA 21/JAN/99-12, Revised design for new picnic pavilion. Final. (Previous: CFA 17 September 1998-10.)

II. SUBMISSIONS AND REVIEWS continued, 21 January 1999

H. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

- a. OG 98-217, Georgetown Incinerator site, 3100 South Street, NW. Millennium Georgetown Development. Design development. (Previous: CFA 18 June 1998, O.G. 98-66.)
- b. Appendix I.

2. Shipstead-Luce Act

- a. SL 99-3, United Brotherhood of Carpenters and Joiners, 101 Constitution Avenue, NW. Concept design. (Previous: CFA 15 October 1998, information presentation.)
- b. SL 99-12, Mandarin Oriental Hotel, The Portals, 1300 Maryland Avenue, SW. New building. Concept development. (Previous: CFA 19 November 1998.)
- c. SL 99-25, Rock Creek Overlook, 2519 Connecticut Avenue, NW. New building. Concept development. (Previous: CFA 15 October 1998, SL 99-1.)
- d. SL 99-23, L'Enfant Plaza Hotel, 435 L'Enfant Plaza Center, SW. Alterations to plaza. Concept. (Previous: CFA 16 April 1998, SL 98-45.)
- e. SL 99-24, Expansion of The Old Ebbitt Grill, 655 15th Street, NW. Window and door replacement for new oyster bar. Concept.
- f. Appendix II.

OLD GEORGETOWN SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 99-25 HPA. 99-53	3040 Dumbarton Street, N.W. Stephen Residence	Alterations and additions - conceptual

ACTION: Returned without Action. Case superseded by case O.G. 99-79.

O.G. 99-32 HPA. 99-74	3101 M Street, N.W. Ms. Mary Orci The Walking Co.	Alterations to storefront and sign - conceptual
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ACTION: No objection to general concept design for alterations to storefront and sign for "The Walking Co" provided cornice does not wrap around corner. File new submission of working drawings with permit application for review by the Commission when ready, including lighting and detailed drawings of signs composed of letters no taller than 12 inches.

O.G. 99-34 HPA. 99-76	1229 Wisconsin Avenue, N.W. Princern Grundbesitz The French Connection	Alterations to rear - permit
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ACTION: No objection to issuance of permit for proposed alterations to rear including addition and new handicapped access ramp.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 99-37 HPA. 99-79	3077 M Street, N.W. East Banc, Inc. Smith & Hawken	Alterations, new skylight and signs - conceptual

ACTION: No objection to general concept design for proposed alterations, including new skylight and French door at rear and sign above 2nd floor windows on M Street composed of individually pin-mounted letters no taller than 12 inches reading "Smith & Hawken". Recommend **AGAINST** vinyl letters on 2nd floor windows and metal arrow on corner of building. Recommend railing at second floor doorway extend no farther than inside line of pilasters and that sign on 31st Street be centered above shopwindow between doors. File new submission of working drawings with permit application for review by the Commission when ready.

O.G. 99-75 HPA. 99-121	2705 Olive Street, N.W. Phillips Row Ltd Partnership Phillips Row New residence	Construction of new building - permit
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ACTION: No objection to issuance of permit for construction of new building as shown in preferred Option A which indicates two windows on street facade and paneled operable shutters. Recommend use of white-washed dark red brick. Submit material sample for review by the Commission when ready. Working drawings conform to approved concept. See previous Action (O.G. 98-94). Erect a material sample panel on site for review by the Commission prior to construction of walls.

O.G. 99-78 HPA. 99-124	1537 28th Street, N.W. Mr. and Mrs. William Nitze Residence	Replacement brick garden wall - permit
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ACTION: Returned without Action. While the brick garden wall will be repaired in-kind, additional structural elements will be added to the garden side of the wall that will not be visible from public space. Refer to the Historic Preservation Review Board. Repair of brick garden wall will match exterior height and appearance of existing, re-using salvaged historic brick. Note: the Foundation for the Preservation of Historic Georgetown holds an easement on the property. See attached letter from the Foundation.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 99-81	3600 M Street, N.W. Douglas Development The Car Barn	Addition of roof pavilion - design development - conceptual

ACTION: No objection to revisions to approved concept design for new pavilion on roof terrace of the Car Barn.. See previous Action (O.G. 98-189). File new submission of working drawings with permit application for review by the Commission when ready.

SHIPSTEAD-LUCE SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 99-17	2201 P Street, N.W. Church of the Pilgrims	Security Grill and Gates - Permit

ACTION: No objection to the issuance of permit for iron security grills and gates as proposed in drawings dated and received 21 December 1998. The "Peacock" style mesh as proposed in supplemental materials dated and received 23 December 1998, is to be installed only in locations that require emergency egress panic hardware.

S.L. 99-18	1735 New York Avenue, N.W.	Sign
HPA. 99- 127	American Institute of Architects	- Permit

ACTION: No objection to the issuance of permit for five inch high bronzed letters on the 18th Street facade reading "The American Institute of Architects" as shown in drawings received and dated 23 December 1998.

S.L. 99-19	2019 Allen Place, N.W.	New deck, fence, planter
HPA. 99-127	Povich Residence	and repair existing deck - Permit

ACTION: No objection to the issuance of permit for repair of existing deck and new hand railings, and other garden improvements including a second lower deck with pergola, fencing, planters and garden paving at rear of house as shown in drawings received and dated 11 January 1999.

S.L. 99-20	2009 Klinge Road, N.W.	Replacement windows
HPA. 99-130	Snyder Residence	- Permit

ACTION: No objection to the issuance of permit for replacement windows as specified in informational materials received and dated 11 January 1999.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 99-21 HPA. 99-131	311 Third Street, S.E. Sayle Residence	Rear Addition with deck and fence - Permit

ACTION: No objection to the issuance of permit for rear two-story addition, deck and fence as proposed in drawings received and dated 11 January 1999 and in supplemental drawings received and dated 15 January 1999.

S.L. 99-22	2543 Waterside Drive, N.W. K. Wilson Residence	Second floor addition - Permit
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ACTION: No objection to the issuance of permit for a second floor addition as specified in drawings received and dated 11 January 1999.

S.L. 99-26	1984 Upshur Street, N.W. E. Hunt Residence	Replacement windows - Permit
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ACTION: No objection to the issuance of permit for replacement windows as specified in materials received and dated 11 January 1999.

S.L. 99-28	504 5th Street, N.W. National Research Council	Temporary fences - Permit
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ACTION: No objection to the issuance of permit for temporary 7 foot high chain link fences to secure vacant structures as proposed and located in drawings received and dated 13 January 1999.

S.L. 99-30 HPA. 99-146	2535 Belmont Road, N.W. Oman Embassy	Ground-mounted antenna - Permit
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ACTION: On HOLD for development of revised design to be reviewed by the Commission when ready.

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MEETING OF THE COMMISSION OF FINE ARTS

21 January 1999

The meeting was convened at 10:25 a.m. in the Commission's offices in the National Building Museum, 441 F Street, N.W., Washington, D.C.

Members present: Hon. J. Carter Brown, Chairman
 Hon. Harry G. Robinson III, Vice-Chairman
 Hon. Carolyn Brody
 Hon. Barbaralee Diamonstein-Spielvogel
 Hon. Ann Todd Free
 Hon. Emily Malino
 Hon. Eden Rafshoon

Staff present: Mr. Charles H. Atherton, Secretary
 Mr. Jeffrey R. Carson, Assistant Secretary
 Ms. Sue Kohler
 Mr. Frederick J. Lindstrom
 Mr. José Martínez-Canino

National Capital
Planning Commission

staff present: Ms. Nancy Witherell

I. ADMINISTRATION

(The Vice-Chairman took the gavel, pending the arrival of the Chairman.)

A. Approval of minutes of 17 December 1998 meeting. The minutes were approved without objection.

- B. Dates of next meetings. The dates of the next meetings were approved as:
18 February
18 March [later moved to 23 March]

II. SUBMISSIONS AND REVIEWS

A. National Park Service/National 4th Infantry Division Association

CFA 21/JAN/99-1, Memorial to 4th Infantry (Ivy) Division, Memorial Drive, Arlington National Cemetery. Site approval and concept design. The Secretary noted that the legislation authorizing this memorial went back to 1935, and he said the Commission had seen a design in 1959, but had not approved it. He noted also that if it were not for the 1935 authorization the memorial could not be built, as the 1986 Commemorative Works Act prohibited memorials to individual military units in both areas I and II. Mr. Atherton then asked the Park Service's John Parsons to begin the presentation.

Mr. Parsons talked about the site, pointing out the six niches on each side of the avenue and saying that the original intention was that they would all contain military memorials. He located those already existing: the Seabees Memorial, Admiral Byrd, the 101st Airborne Armored Forces, and the Spanish-American War Memorial, called "The Hiker". Mr. Parsons noted that two of the niches had been taken by a highway ramp and the visitors center, and he said that the one proposed seemed to be the best of those remaining. He then asked Gerry Howard from the Fourth Division Association to discuss the proposed design.

Mr. Howard told the members that the division had been formed in 1917, and from the Roman Numeral "IV" it had adopted the name "Ivy" Division. He showed drawings of the memorial, a square metal element set on one of its corners in a planter filled with ivy, the metal having four cut-out areas in the shape of ivy leaves. (The Chairman entered the meeting at this point and assumed the gavel.) There was general agreement that the concept design could be approved, but Ms. Malino asked that further study be given to the planter, particularly its oval shape, which gave it the appearance of a boat. Mr. Howard agreed that it should be looked at again, and the Chairman suggested that he and his architect work with the staff and then return for final design approval and selection of materials, text, and lettering. Exhibit A

B. General Services Administration

1. CFA 21/JAN/99-2, Veterans Administration, Vermont Avenue and I Street, N.W. Security alterations and new guard booth. Design. Staff member Frederick Lindstrom located the building, just off Lafayette Square, and introduced Calvin Williams from GSA. Mr. Williams recalled that GSA had been doing similar installations at other

historic federal buildings, and then asked historic preservation consultant Ed Sonnenschein to continue the presentation. Mr. Sonnenschein said this was the last installation in GSA's current program, and he showed photographs of existing conditions and as it would look with the proposed additions. There were no objections, and the designs were unanimously approved. Exhibit B

2. CFA 21/JAN/99-3, Ronald Reagan Building, Federal Triangle.
Pavilion restaurant. Alterations, signs, plaza dining. Design. Mr. Lindstrom said this restaurant would be one of a series operated by Restaurants Unlimited of Seattle, Washington, and was intended to be their lead restaurant. He introduced Don Adams from that organization.

Mr. Adams referred to a brochure that had been given to the members, noting the location of the restaurant in the pavilion in the east courtyard of the Reagan Building, off Pennsylvania Avenue, pointing out the facilities on two levels, and then showing photographs of interiors of other existing Palomino restaurants. Photos of the Palomino logo, umbrellas for the outdoor dining area, and exterior signage were also shown. Mr. Adams said the number and size of the exterior signs proposed had been reduced considerably; in fact, it was down to just one sign attached to the building. In answer to Mrs. Brody's questions about the outdoor dining area, Mr. Adams said there would be only six to eight tables in the front portion of the patio, facing Pennsylvania Avenue, and about eighteen to twenty-two in the back area, near the trees. The tables and chairs would be custom fabricated, and the square umbrellas would be either burgundy or white; there would be no logo or lettering on the umbrellas. Awnings over the windows and doors would be the same burgundy color. Mediterranean-type plants in sandstone pots would be used in the patio areas. Ms. Malino asked about lighting; she was told that no additional lighting would be placed on the building, and the outdoor dining areas would receive sufficient light from that currently existing in the courtyard, with the exception of the tables themselves, which would probably have small table lamps. She asked how the interior lighting would appear from the street, and Mr. Adams said it would all be very low voltage and only a warm glow would be seen.

Ms. Diamonstein was concerned that the decorative scheme in general was not really appropriate to the serenity and dignity of Washington, but the Chairman thought the Federal Triangle needed to be enlivened a bit, and he recalled that the number of signs and logos had already been reduced significantly in both size and number after meetings with the staff. The Vice-Chairman asked if all the umbrellas could be burgundy, instead of a combination of burgundy and white; the other members agreed this would be an improvement. There was no further discussion, and the concept design was unanimously approved. Exhibit C

C. New York Avenue Task Force

CFA 21/JAN/99-4, Master Plan study for the avenue corridor. Information presentation by Ron Linton, Chairman. The Secretary introduced this topic, saying that the improvement of the avenue had been attempted in the 1960s when Mrs. Johnson had her Committee on a More Beautiful Capital, but this new task force, Save New York Avenue, Inc., represented the first time that a real planning study, with proposed development, had been attempted. He said the Chairman, Ron Linton, had been involved in many civic projects in the city, including the Washington Metropolitan Airport Authority, and had a habit of being associated with successful projects. He introduced Mr. Linton.

Mr. Linton thanked the members for agreeing to hear him, and he said he hoped to get a good reaction, advice, and consultation, not just at this meeting but in the future as the project unfolded; he said it was now just in the concept stage. He said his organization was a citizens 503(c) organization dedicated to moving the study along, that it was not a developer organization, that they were not charged with developing the lands after the change of infrastructure had been changed.

Mr. Linton commented that New York Avenue between 7th Street and the Maryland line was the major gateway into the nation's capital, that 200,000 cars per day passed through that gateway. And he noted that what people saw was an embarrassment. He said it had been a concern for many decades, and although he would not go into the historical background, there was one piece of history he needed to talk about: the 1950s-1960s concept of the interstate highway planners that I-95 would be carried from Virginia to Maryland through the District via I-395 (which now comes out from a tunnel under the Labor Department) and would go all the way through the city to the beltway. He said that was stopped in 1980 because of the destruction of many neighborhoods that would have resulted, and the \$2 billion that it would have cost was used to finish the Metro system. Then the planners said that if I-395 was not to go north of New York Avenue, then they would have to complete the intersection with a cloverleaf. This, too, was blocked because it would have destroyed the Bible Way Baptist Church, and its prominent bishop was able to prevent its happening. Finally, in 1994, Mayor Barry created the New York Avenue Development Task Force and appointed thirty-seven people representing all the interests on New York Avenue. He gave them four charges: (1) To conceive of what a world-class gateway into the nation's capital should look like; (2) To maximize that conception economically so that the citizens of the District, as well as the District and Federal governments, benefitted; (3) To come up with a way to pay for it; and (4) To implement it.

Mr. Linton said the group's solution to the interchange at New York Avenue had been to continue the tunnel that ended at the north facade of the Labor Department, on the same alignment, under New York Avenue to 16th Street, N.E., a distance of 1.8 miles. The tunnel

would remove 40,000 to 50,000 vehicles per day from the avenue, from 4th Street, N.W. to the Montana-West Virginia avenue intersection. Then New York Avenue from 7th Street, N.W. to Florida Avenue could become a boulevard with a wide, pedestrian-friendly median that would encourage developers to extend the downtown out along the avenue. He showed drawings and added that not one occupied dwelling or historic designated building would be demolished. In addition to the traffic tunnel, there would be what he called an "intermodal transportation center" with parking for the 350 trucks that supposedly would be needed each day to support Convention Center activities, as well as for tour buses and private cars. There would also be a connection to some kind of mass transit to get people out of their cars before they got to the downtown area.

At the Florida Avenue intersection, the old boundary of the L'Enfant Plan, there would be a monumental circle that would recall L'Enfant's use of circles within the historic city. Through traffic would go underneath the circle with local traffic continuing to use the bridge over the railroad tracks. A new Red Line Metro station was also proposed for this area.

Beyond Florida Avenue the railroad yards presented a special problem, because they were used intensively and could not be gotten rid of. Mr. Linton said their solution had been to propose decking them over and building above them; he described an intricate system which would capture 114 acres of air rights development and the potential for an enormous amount of parking, all accessed by a private road and not by New York Avenue. He said a number of architectural and engineering firms had agreed to provide technical and other analyses on a pro bono basis.

For the upper third of the avenue Mr. Linton proposed that it be divided into a parkway, with the center lanes used as an interstate connector, carrying I-95 non-stop to the Baltimore-Washington Parkway and Route 50; the connector would run in an underpass at the Montana-West Virginia avenue intersection and at the Bladensburg Road intersection. In this way the original goal of the planners in the 1950s-1960s to carry I-95 through the city would be met, but without destroying neighborhoods. Provision would be made for Arboretum visitors to enter at a new New York Avenue main entrance.

Mr. Linton then described the assessment of economic development possibilities as provided by Ernst & Young and the ramifications of these as far as nearby residential neighborhood were concerned. Ernst & Young thought that the area from 7th Street to New Jersey Avenue would develop quickly, and that the next likely development area would be the corridor going north from Union Station.

Mr. Linton said the third charge—how to finance the public improvements—was answered in a presentation to the House Public Works Committee. He said they had proposed borrowing the entire cost, 1.4 billion dollars, from the highway trust fund, paying it back in thirty-five years from a fee on developers, essentially from the development of the air rights over the

railroad yards, which would be shared with Amtrak. The District government would not be asked to pay any of this cost. Mr. Linton added that the project had been designated the Capital Gateway project in the Surface Transportation act passed in 1998, making it eligible for high-priority corridor study funds. Also, his group had been given a grant to begin a feasibility study for the Red Line station at New York and Florida avenues. In answer to a question from the Chairman, he said the cost of the Metro station was included in the 1.4 billion, but the cost of the underground garage was not; he thought that could be financed principally from parking fees.

As far as the final charge, implementation, was concerned, Mr. Linton said they had been working with the D.C. Department of Public Works, with WMATA on transit, with Amtrak, and with both the Washington-Baltimore Olympic Committee and the D.C. Revitalization Corporation; he said all five agencies had a stake in the appearance of New York Avenue.

Ms. Malino asked Mr. Linton if there was adequate provision for maintaining a green belt around the area so that it would not all be hardscape. Mr. Linton assured her that there was already a lot of green existing—the Anacostia banks, the Arboretum, and other smaller areas—and these would not be subject to development. She also asked about a provision for a certain percentage of construction costs to be used for art and other amenities, similar to the requirements for federal buildings. Mr. Linton said he would work for such a provision, and he noted that he had done so when he was chairman of the Metropolitan Washington Airports Authority.

The Vice-Chairman had some questions about the projected number of vehicles using the tunnel versus New York Avenue, and the Chairman had praise for the concept of a great fountain in the circle at Florida Avenue. There were no more questions for Mr. Linton, and he was thanked and commended for his presentation. No action was required. Exhibit D

D. D.C. Downtown Business Incentive District

CFA 21/JAN/99-5, Downtown sign program and “way-finding” system. Status report presentation. Mr. Lindstrom said this was also an informational presentation; it concerned a signage program initiated by the BID, mostly for use by pedestrians, and the staff had felt that it was time they brought it in and gave the Commission some background on what they had been doing and what their intentions were. He introduced Anne-Marie Bairstow, transportation coordinator for the Downtown BID.

Ms. Bairstow said she was representing the deputy director, who was unable to be present. She thanked the Commission for letting her present this program and said the Commission’s comments and ultimate approval would be vital to its success. She observed that the District’s sign system had never been successful, that it seldom lead people to their ultimate

destination; she said the goal of the BID was to remedy this situation in time for the Millennium.

Ms. Bairstow listed three elements necessary for a good sign program—leadership, design and maintenance, and funding—and said at least one of these had been missing in previous programs. She said the leadership in this program would be provided by the BID, but there were many other organizations and agencies involved—this Commission, NCPC, GSA, WMATA—with a total of about forty. She said that although the large number made for some unwieldy meetings, there had been a lot of helpful input. She said funding was not a problem as the District was committed to planning funds for the downtown and for other parts of the city. She said there would be an emphasis on pedestrian signs, but there would also be signs at major points of entry, vehicular signs, historic area/destination signs, and transit signs. One suggestion was to put free-standing maps at the Metro entrances, perhaps with advertising on the other side.

As far as design was concerned, Ms. Bairstow said they did not know yet what the signs would look like but had been using a study on best and worst signs prepared by the Foundation for Architecture in Philadelphia to get some ideas on lettering, colors, and use of symbols. They had also been working with Calori & Vanden-Eynden, a New York design consultant firm that had prepared an analysis and strategies report for them. In regard to maintenance of the signs, she said it was in the hands of a non-profit corporation in Philadelphia, and she thought that might also be successful in the District, where maintenance had long been a problem.

Ms. Bairstow said their design consultants were developing some prototypes that they hoped they could install in May for the Commission to see, and then from May to August they would be doing construction documents; she said she hoped the signs could start going up in October. The Vice-President suggested that they bring in the prototype designs as soon as they were available.

There was no further discussion, and the Chairman thanked Ms. Bairstow for her presentation. No action was required. Exhibit E

E. Federal Highway Administration/ D.C. Department of Public Works

1. CFA 21/JAN/99-6, G Street, N.W., between 9th & 10th streets.
Removal of "Streets for People" fountains and restoration of roadbed. Design. The Assistant Secretary recalled the program instituted about twenty-five years ago that created pedestrian malls from streets and said that it had included G Street, N.W. in front of the Martin Luther King Library and F Street in front of the Portrait Gallery. Then when the MCI Arena was proposed, a memorandum of agreement took out another section of G Street, between 6th and 7th streets, but requested the reopening of F and 8th streets as well as G Street in front of the

library. He said the G Street reopening was what was before the Commission at this meeting and then introduced Jack Van Dop from the Federal Highway Administration to make the presentation.

Mr. Van Dop showed photographs of the existing conditions, noting that the FHA was assisting the District's Department of Public Works with this project because it was being done with 80 percent FHWA funds; he said they had done the same thing with GSA on the F and 8th streets project.

Mr. Van Dop said the proposal was to extend the curb lines of the G Street block to the west through the block in question; to the east, G Street was offset to accommodate the old Patent Office building and so were not applicable. He said there had been requests for angle parking on the block to be reopened, but the DPW was not in favor of this because they thought it would interfere with traffic flow. Proposed improvements on the street would include the use of the double-globe Washington street light (in place of the original single-globe fixture), ginkgo street trees (plus two existing Bradford pears), bicycle racks, litter receptacles, and the placing of the flagpole as shown on the architect's drawings for the library. At the ends of the street, the sidewalks would be "bumped out" to increase the pedestrian space and lessen the view of parked cars. Sidewalks would remain the existing granite, and the roadbed would be concrete, tinted dark grey to resemble the asphalt formerly used. Mr. Carson commented that the change to concrete was made on the basis of maintenance, but he noted that the Commission had objected to the white color (as used on F Street) and to the propensity for staining and had asked if it could be darkened.

There were no objections to the plans, and they were unanimously approved. Exhibit F

2. CFA 21/JAN/99-7, E Street, N.W., between 15th & 18th streets.

Reopening westbound E Street lanes, alterations and widening. Information presentation. The Secretary recalled that the staff had proposed the reopening during one of the White House planning discussions, as something that would benefit a great many people, and the idea had apparently caught on. He said the administration had asked the FHWA to study it, and the presentation at this meeting would be an interim report, with no action requested. Jack Van Dop was again introduced.

Mr. Van Dop said that since he was at the meeting to present the G Street project, he thought he would give the Commission an update on the study and solicit any advice or concerns the members might have.

He said the project concerned only the section of E Street between 15th and 18th streets, and he passed out maps and drawings with traffic analyses and summaries of the proposals, all part of the information used at several public involvement meetings. He recalled that the closing of the westbound lanes had occurred when West Executive Drive and State Place

were closed for security reasons, leaving no way to go west between Constitution Avenue and I Street and causing severe traffic jams. He said the area between 15th and 17th Street could accommodate four lanes by removing the parking and moving the south curb line a few feet, but the real difficulty arose between 17th and 18th streets. Widening the street to accommodate a fourth lane had been proposed, but that would have a negative impact on the Corcoran Gallery and/or the Red Cross campus, depending on where the widening took place. There was also a problem with the Corcoran because of their trucks blocking one lane when they were loading or unloading. Reversible lanes had also been suggested, but that had not seemed practicable because of the nature of the traffic flow. Another alternative being looked at was to have traffic make a right turn onto 17th Street and then a left onto New York Avenue, but that would back up southbound 17th Street traffic into the downtown area.

Mr. Van Dop said more traffic analyses would be done and another alternative proposed, and then the project would be submitted to this commission and to NCPC; he said he hoped something could be implemented by the beginning of 2000. He noted also that they had been cooperating with the Park Service on the new plans for the south perimeter of the White House grounds.

The Chairman noted that the Corcoran was planning a new addition and perhaps a way could be found to access the complex through New York Avenue. Mr. Van Dop said they had had several meetings with the director of the Corcoran on this subject. There was further discussion of the Corcoran problem, and the Chairman commented that the old way of going west was really the best; he wondered if that might not be opened up again. Mr. Van Dop said he had suggested that but had been told it was out of the question.

There was no further discussion, and the Chairman thanked Mr. Van Dop for his information.
Exhibit G

(The meeting was then recessed for lunch at 12:22 p.m., and reconvened at 12:55.)

F. Department of the Treasury, United States Mint

1. CFA 21/JAN/99-8, Fifty states circulating/commemorative quarter. Reverse designs for sixth through tenth states: Massachusetts, Maryland, South Carolina, New Hampshire, Virginia. (Previous: CFA 21 May 1998-6.) Staff member Sue Kohler introduced this project, noting first that the other three projects listed on the agenda under the Mint had been postponed until the following month. She then passed out the designs the Mint was submitting, three or four for each state, saying that more designs had been submitted to the Citizens Commemorative Coin Advisory Committee, and these were available if the members wished to see them.

Before proceeding, Ms. Kohler passed around an example of the Delaware quarter, the first of the series to be released. She said staff member José Martínez had received two in change at a supermarket. George Hunter and Dufour Woolfley from the Mint were then introduced to show the designs and answer questions.

The members looked at the designs for the New Hampshire coin first. They were all taken with the state motto, "Live Free or Die", and hoped it could be incorporated into whatever design was finally chosen. One of two designs showing a covered bridge was the clear choice, but it was thought that the contemporary concrete abutments should not appear, and that the design would be enhanced by the addition of the state motto, as well as a few wavy lines in the stream area so that it looked more like water.

The Maryland designs were looked at next, and it was thought that the "Star-Spangled Banner" design was most appropriate for that state, although there was no objection to using the dome of the State House if it could be depicted from a more normal perspective, rather than looking down on it. The "Ark and Dove" design was considered acceptable, but the Chairman commented that it would probably not mean anything to most people.

For the Virginia coin, the first choice was the view of Mount Vernon with a dogwood branch on the right side; the second choice was a design showing the colonial capitol at Williamsburg.

Three designs were considered very good for the Massachusetts coin: the frigate *Constitution*, the Minute Man statue set against an outline of the state, and the Boston Light.

For South Carolina the members liked the idea of using a palmetto, but thought the design shown had too many other elements in it to be effective. A design similar to one previously shown to the CCCAC was requested. The State House design was also considered acceptable.

There was no further discussion, and Mr. Woolfley and Mr. Hunter said they would take the Commission's recommendations back to the Mint. Exhibit H

G. Smithsonian Institution, National Zoological Park

CFA 21/JAN/99-12, Revised design for new picnic pavilion. Final. (Previous: CFA 17 September 1998-10.) Staff member José Martínez recalled that the Commission had reviewed a concept design for this pavilion, which would be built next to the restaurant. At that time the members were told that the fireplace would probably be removed because of cost and the strong possibility that it would seldom be used. He said that had happened, and the working drawings being presented reflected the change. He said the gable end had also lost its rustic appearance and was now more symmetrical and constructed of milled pieces. He introduced Michelle Kayon from the Zoo to answer questions.

Ms. Kayon said the reason for the change in the gable was purely a budgetary one, and she was looking at ways to make it more attractive. Ms. Malino thought that varying the width and placement of the members might help. The final drawings were then approved with that recommendation. Exhibit I

H. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

a. OG 98-217, Georgetown Incinerator site, 3100 South Street, N.W. Millennium Georgetown Development. Design development. (Previous: CFA 18 June 1998, OG 98-66.) Mr. Martínez passed around the Georgetown Board's report on this project, noting that it had been seen several times since the Commission reviewed the concept in June. He said that although the Board did not feel that the design had reached the final stage, the members thought it was at a point where the Commission should see it and give the Board its comments. He said the Board's biggest concern was the character of the podium base and how it related to the buildings above it; the Board thought that Wisconsin Avenue and 31st Street had been dealt with satisfactorily, but K Street needed more work. There was also some concern that there was not enough variation in design and detail in the storefronts and in the buildings above the podium. He said the Board had not yet reviewed a landscaping plan. Mr. Martínez then introduced architect Shalom Baranes.

Mr. Baranes said several major changes had been made since the Commission had reviewed the design. He showed old and new drawings, pointing out first that the area around the old incinerator had been opened up to give more room to the historic buildings; this had been done by making some adjustments to the size and placement of the hotel pieces. The Brickyard Hill House would be saved in place, as would two alley dwellings. The adjustments would also open up the corner on 31st Street so that there would be a better view of the incinerator as one moved down the street. A second change was to remove all the bridges that tied the hotel to the incinerator; this would essentially leave the incinerator free-standing.

Another change had to do with the plinth, which he described as being the height of the Whitehurst Freeway and built out of large field stones, similar to other stone walls in Georgetown. He said originally it had wrapped the entire site on all four sides, but had been reduced over time and now would be seen on K Street only, ending as it wrapped around the corners at Wisconsin and 31st street. That would allow several buildings on those streets to read as freestanding buildings.

Mr. Baranes said the last change concerned the overall homogeneity of the project. He recalled that the Georgetown Board had been interested in getting more diversity, and he thought the project had moved in that direction. He pointed out changes in materials and color, the opening up of the courtyard spaces, more freestanding buildings, and more

diversified detailing. He said changes had been made in the parking entrances so that all parking would be entered from K Street. Although the existing Copperthwaite Alley would not be reopened, there would be an easement into the property in approximately the same location so that from Wisconsin Avenue one would get nearly the same view of the incinerator as before.

Mr. Baranes then turned to the K Street elevation. He said that the plinth section would have a very muscular, heroic scale, relating it to the Whitehurst Freeway. Above that, it would change and exhibit a more residential quality with a series of bays and balconies. Then he discussed the entrance to the theatre, particularly the glass wall and lobby entrance; he noted that from the sidewalk one could see the smokestack of the incinerator as it met the ground. Then he went around the other elevations, pointing out changes that had been made since the first presentation.

Mr. Baranes asked the Commission to comment on the homogeneity of the project, saying that he had made a serious attempt to introduce more diversity but hesitated to go further, lest it no longer read as a single project. The Chairman thought construction south of M Street did not need to be as sensitive to residential scale as that to the north, but he noted that there were areas of small-scale structures on 31st Street and South Street that needed to be considered. There was a discussion of the siting of the Brickyard Hill house and the other small buildings, and Mr. Baranes said the interiors would be restored. Ms. Malino commented on the two hotel sections, saying that it might be desirable to make the brick the same color as they really acted like bookends for the project. There were other questions, and the Chairman said this was only the intermediate stage, and approval would be conditional on seeing the landscaping and material samples, as well as the final design development; he said he was pleased with the progress thus far. Mr. Martínez asked a question for the Georgetown Board: Did the Commission have a problem with the K Street elevation having all the same elements rather than showing some differentiation between one side and the other? The Chairman said he did not, because in that location the typical Georgetown scale had been lost; he thought the rhythm of the various elements was rather handsome and noted that the facade was meant to be seen by car on the Whitehurst and would foreshorten and be passed very quickly. The design development was then unanimously approved, with further details to be seen later. Exhibit J

b. Appendix I. The Appendix was discussed at the end of the meeting.

2. Shipstead-Luce Act

a. SL 99-3, United Brotherhood of Carpenters and Joiners,

101 Constitution Avenue, N.W. Concept design. (Previous: CFA 15 October 1998, information presentation.) Mr. Lindstrom reviewed the several massing proposals presented in October for this new building and then introduced architect Shalom Baranes.

Mr. Baranes recalled that the Commission had preferred the softer geometries when looking at the various options, those that used curves and rounded corners rather than sharp angles; therefore, he had developed a new scheme that responded to those ideas but maintained the urban relationships between the buildings and streets that he had had before. He showed drawings and models, pointing out the curved form at the intersection of Constitution and Louisiana avenues, which related to the adjacent Department of Labor building and to the proposed cylindrical form on the new addition to the Federal Courthouse just beyond; he noted, too, that the mass of the building had been lowered at this corner. While the building was primarily masonry, the Louisiana Avenue facade was very transparent, notably near the Constitution Avenue intersection and along the entire 400-foot-long facade in a two-story lobby section. Mr. Baranes noted that the lobby would be developed with rich wood detailing to recall the kind of work done by carpenters and joiners, and he commented that there might be a permanent exhibit there on the history of the union. He showed the 2nd Street facade, observing that it would face a tighter street with a different scale, and the building would respond accordingly.

The Chairman said he had a problem with the Constitution Avenue corner; he found the curve weak and not suited to that important spot. He thought reversing the curve and making it concave might work; it would express entrance and also would receive the courthouse cylinder with a negative curve, which could be quite handsome. He said he liked the idea of using wood, but he was afraid the glass curtain wall facing the Capitol might be too commercial in character for that location. There was a discussion with the Vice-Chairman, Ms. Malino, Ms. Diamonstein, and Mr. Baranes about these design issues, and Mr. Baranes said he would take the comments made and come back with some alternate designs for the Commission to see. The concept design, as presented, was not approved. Exhibit J

b. SL 99-12, Mandarin Oriental Hotel, The Portals, 1300 Maryland Avenue, S.W. New building. Concept development. (Previous: CFA 19 November 1998.) The Assistant Secretary recalled that after the previous presentation the Commission told the architect that the building should have more of its own character (which resembled that of the Willard), and not try to adhere so strongly to the formula established by the original architect. He introduced architects Rusty Edwards and Mark Boekenheide from BBGM and asked Mr. Boekenheide to begin the presentation.

Mr. Boekenheide showed Arthur Moore's photographs of the original model of the Portals development to familiarize the members with the stylistic elements and to explain why they had gone in the direction they had with their first design. He recalled the large portal element that was in keeping with the scale that Mr. Moore envisioned. He pointed out the existing

building, the hotel site, and the sites for two more buildings that were not yet built but were in some level of development. He said there were three issues that had come out of their first presentation: One was that the roof and the rest of the structure were not integrated, that the roof seemed more like a hat; the second was a concern about the large portal element, that it did not seem to belong, given the different nature of this building from the other three in the development; the third was the charge to make the building what it needed and wanted to be, ignoring the context and making the building the best one for that site. He recalled that they had also submitted a modified design that they felt was more appropriate.

Based on conversations they had had with Mr. Moore, however, he said he thought it was important that they not ignore the context altogether, because Mr. Moore was in the design stage on the other two buildings, and they would have an exact replica of the portal arch seen on the existing building. For that reason he had brought a modified submission that he thought would meet with Mr. Moore's approval in terms of respecting his vision for the four portals on the site, and yet would not compromise the direction in which they wanted to take their building. He said the portal element had now become a decorative element as opposed to a major design feature and so would not change the vocabulary of the facade. He asked Mr. Edwards to discuss the design in more detail.

Mr. Edwards showed two perspective drawings. The Maryland Avenue Circle view showed a concave facade following the circle, with a colonnaded bow at the entrance rising to the mansard level. He noted that the mansard had now been increased to two stories, the windows had flattened rather than rounded arches, and two round windows flanked the bow projection. The portal element from the original scheme rose up through the mansard level on either side of the concave entrance facade. Of special interest in the Maine Avenue perspective was a six-sided tower at the Maine Avenue and 14th Street corner and, at the opposite end of this facade, a projecting, colonnaded bow with an arch above that was in keeping with a similar element on the existing Portals office building. The Chairman and Ms. Malino thought the roof of the tower looked a little truncated and could, perhaps, go a little higher. Mr. Edwards said he thought that might be the fault of the computer drawing, but he would look at it. Materials were discussed next, with Mr. Edwards saying they would use the buff brick and precast trim seen on the office building. Windows would be primarily of the punched, double-hung type, suitable for residential construction, with the exception of one bay used for offices, which would have more glazing.

The Chairman said he thought the design had improved greatly, especially the roof line. Ms. Malino was concerned about the pilasters, which occurred in certain places, thinking that they looked out of context with everything else; she thought the problem was that there was an attempt to respond to the original architecture, and this was almost impossible to do while still preserving the integrity of their own building. Everyone agreed the architects were in a very difficult situation, but there was general agreement that they were on the right track and should proceed with development of the design. Exhibit J

c. SL 99-25, Rock Creek Overlook, 2519 Connecticut Avenue, N.W. New building. Concept development. (Previous: CFA 16 April 1998, SL 98-45.) Mr. Martínez recalled that, during the last review, the Commission had some concerns about the relationship of the new structure to the historic building and about the shape of the roof at the Calvert Street corner. He said the Commission had received a letter from the community, which he would pass out, and then he introduced Richard Nettler, an attorney representing the applicant.

Mr. Nettler said that after meeting with the Commission in October, they had gone to the Historic Preservation Review Board and received somewhat different instructions than they had received from the Commission. They then had more meetings with neighborhood groups, and with the Commission and HPRB staffs, and he thought a compromise had been reached; he said they had received a preliminary permit approval from the HPRB and hoped to receive the same from this Commission, because there was a time constraint on the project related to the owner's financing through bonds issued by the District. He asked architect Michael Stevenson to discuss the changes to the design.

Mr. Stevenson showed drawings of the previous submission, noting that it was for a highly visible site, with two major bridges, Rock Creek Park, and three principal elevations to consider. Also, the owner and occupant needed a single building identity, and the historic townhouse on the site needed to keep its identity and not be overwhelmed by the new construction. He said a lot of different concerns needed to be addressed—the townhouse, the park, the retail stores on Calvert Street, the association's headquarters—and he pointed out new variations in the wall vocabulary and window detailing, and particularly the subtle differences in the new construction on either side of the old townhouse. He then addressed the turned-up roof section at the corner of Calvert and Connecticut, which had bothered Ms. Malino, and showed new drawings that gave it a pergola-type vocabulary, similar to the pergola on the Rock Creek Park facade. Another change was a stronger articulation of the wall on the Calvert Street facade.

Mr. Martínez introduced into the record a letter from a member of the community which related a concern that the design was not compatible with the small buildings in the neighborhood. Photographs were shown, and there was a discussion of the architecture with a consensus that there were many buildings that were fairly generic, although some were quite handsome, with interesting roof lines. Mr. Lindstrom commented that although this was to be a contemporary office building, there were some in the community who wanted to see a more "Main Street U.S.A." type of development. The feeling on the Commission was that the architects had gone out of their way to work with the neighbors and that the building was a good contemporary response to its context. Ms. Malino thought the request in the letter that the architects use more wood could be granted to some extent; for example, by using wood in the storefronts.

The Assistant Secretary then brought up the Park Service's concern that the new construction would have an adverse effect on the trees in the park. Mr. Carson said the staff had visited the site and noted that the land and the trees were both in terrible condition; he did not think the construction would harm anything of value. Mr. Stevenson noted that they would only be replacing an existing retaining wall and would not be doing any excavation where none had been done before.

There was no further discussion, and the concept development was unanimously approved
Exhibit J

d. SL 99-23, L'Enfant Plaza Hotel, 435 L'Enfant Plaza Center, S.W. Alterations to plaza. Concept. (Previous: CFA 16 April 1998, SL 98-45.) Mr. Lindstrom said this was an expansion of a project approved earlier for replacing the non-working fountain on the plaza with a planter and a pyramidal-shaped skylight to allow light down into the lower level. Upon further investigation, he said, it had been determined that the plaza was in bad condition for lack of maintenance and needed major repair. He introduced the architect, Robert Good, to discuss the new proposal.

Mr. Good said the plaza needed fairly extensive repairs because of waterproofing failures, not an unusual condition for the period. This would give them the opportunity to look at the plaza as a whole and get rid of the vestigial remains of the old design. He said the plaza was very formal and had never really worked as far as attracting people was concerned. He noted that there were 7,000 people in the four surrounding buildings, plus many more in the nearby area, and a Metro station that came up into the retail mall below the plaza that was the second busiest in the system; in spite of this, hardly anyone came into the plaza. He said his proposal was to maintain the basic formality and stay responsive to the surrounding architecture, but to add features that would bring people in. The skylight would remain part of the scheme and would allow views down into the retail area as well as being an attractive object in itself. There would be a café space around it, and then a very flat green plain of grass that would allow casual sitting, as well as providing a place for chairs. At present, Mr. Good said, the plaza consisted of a series of stepped-down levels, intended to provide access to stairways to the retail level. These would be eliminated and the plaza brought up to street level. The double row of trees on the north and south sides would be replaced by a single row, and additional trees in planters would be added within the plaza, also on the north and south sides. There would be benches along these planters. Access to the plaza would be facilitated by new crosswalks, on axis, on all four sides. (The Chairman left the meeting at this point, and the Vice-Chairman took the gavel for the remainder of the meeting.) Ms. Malino asked for further clarification of the change in level proposed, but there were no objections to the plans as presented, and the concept design was unanimously approved. Exhibit J

e. SL 99-24, Expansion of the Old Ebbitt Grill, 655 15th Street, N.W. Window and door replacement for new oyster bar. Concept. The Assistant Secretary reported that the architect for this project had to leave, but said he could make the presentation if the Commission wished. The Vice-Chairman asked him to do that.

Mr. Carson said all this project entailed was some modifications to the existing storefront; it would have been placed on the Appendix except for the importance of its location, across the street from the Treasury building. He recalled that the Commission had been heavily involved with the development of Metropolitan Square, of which the Old Ebbitt Grill was a part. He said the Grill was adding to its space by taking over the souvenir shop on the corner for use as an oyster bar. It would be done in the Edwardian manner with wood paneling, and the request was to change the windows into something more appropriate to the interior. He showed drawings, noting that an existing entrance would become a window. There were no objections, and the alterations were unanimously approved. Exhibit J

The Commission then turned to the two appendices for the Old Georgetown and Shipstead-Luce cases.

H.1.b. Old Georgetown Act, Appendix I. The Appendix was approved without objection.

H.2.f. Shipstead-Luce Act, Appendix II. There was a discussion of a request by the Omani Embassy for a satellite dish antenna, to be placed on a stand at the rear of their property. Although it did not meet zoning requirements, Mr. Lindstrom said they had been given an exception, providing it was moved in toward the building somewhat and screened with evergreens. There was a general feeling that the Commission did not have enough information to approve this, and Mr. Carson suggested that it be postponed until the Commission could see photographs and a landscape plan. The remainder of the Appendix was approved without objection.

There being no further business, the meeting was adjourned at 3:25 p.m.

Signed,



Charles H. Atherton
Secretary

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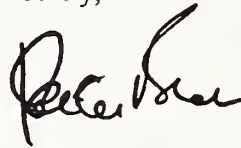
EXHIBIT A

28 January 1999

Dear Mr. Parsons:

The Commission was pleased to see you during its meeting of 21 January 1999 for the presentation on the site and concept design for the National 4th Infantry Division Memorial. No doubt everyone is relieved that after 64 years, the memorial finally will be realized. The members had no objection to the site on Memorial Drive at Arlington National Cemetery, nor were there any objections to the concept design itself. However, the proposed base seemed awkward and likely would benefit from further study. The architects might be in touch with the staff before bringing it back to the Commission for final consideration. At that time, design details, material samples, and text and lettering should be submitted.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown".

J. Carter Brown
Chairman

Mr. John Parsons
Associate Superintendent
Office of Stewardship and Partnership
National Park Service
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

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EXHIBIT B

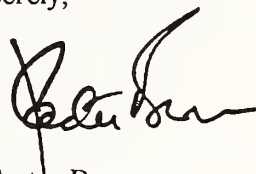
28 January 1999

Dear Mr. Finberg:

During its meeting of 21 January, the Commission reviewed and approved the design for the security improvements to the I Street service entrance to the Veterans Administration Building. Although the Commission approved the design for both vehicular barriers and the guard booth, further consideration of the location of the booth's air conditioning unit may be warranted. Perhaps the use of a split system which locates the exterior compressor in the adjacent light well away from the public sidewalk and out of view would be a desirable modification to the proposed design.

The Commission regrets the need for the heavy increase in security for federal buildings and encourages the development of solutions that will do the least visual damage not only to individual buildings, such as the Veterans Administration Building, but to the Capital as perceived by the public in general. Should you have other similar projects, please feel free to contact the staff.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown", written in a cursive style.

J. Carter Brown
Chairman

Mr. Jack Finberg
Special Assistant for Regional Coordination
General Services Administration, NCR
7th and D Streets, S.W.
Washington, D.C. 20407

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EXHIBIT C

29 January 1999

Dear Mr. Finberg:

During its meeting of 21 January, the Commission reviewed and approved the design for exterior signs and awnings, as well as plaza furnishings for the restaurant, *Palomino*, in the Ronald Reagan Building and International Trade Center at 1300 Pennsylvania Avenue, N.W. The one modification requested by the Commission was that logos or lettering not be used on the exterior café umbrellas, which should all be a solid burgundy color to match the restaurant's awnings on the pavilion.

I believe that I can say that we all look forward to the opening of the restaurant and to the additional life that it will bring to the Woodrow Wilson Memorial Plaza. Amenities such as this are a welcome relief to the often cold and formal atmosphere of the Federal Triangle and hopefully will prove to be a success.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown", with a stylized flourish at the end.

J. Carter Brown
Chairman

Mr. Jack Finberg
Special Assistant for Regional Coordination
General Services Administration, NCR
7th and D Streets, S.W.
Washington, D.C. 20407

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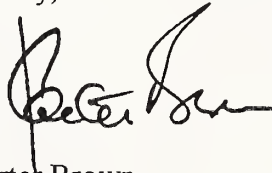
EXHIBIT D

28 January 1999

Dear Mr. Linton:

The Commission was pleased to have your "progress report" presentation during its meeting of 21 January 1999 on the New York Avenue Development plan produced by your task force. Although provided for our information, it would be safe to say that the Commission is delighted with your recommendations. It was noted that, while at first glance it might appear to be a gesture too grand to be realized, the concept was leavened by practical economic solutions. This is one of those rare, inspired schemes that, once implemented, may actually pay for itself in the short run and provide enormous benefit to the city in the future. We all look forward to seeing the plan come to fruition.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown", written over a horizontal line.

J. Carter Brown
Chairman

Mr. Ron Linton, Chairman
Save New York Avenue, Inc.
717 14th Street, N.W.
Washington, D.C. 20005

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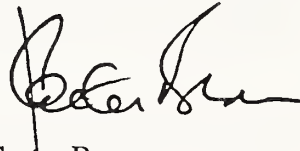
EXHIBIT E

28 January 1999

Dear Mr. Sternlieb:

The Commission was sorry to hear of the illness that kept you from our 21 January meeting, but was pleased that your colleague Anne-Marie Bairstow was able to step in and deliver the informational presentation on the Downtown DC BID's comprehensive sign and wayfinding system for the District of Columbia. The members were unanimous in their desire for improvements to the District's street signs and pedestrian amenities and are looking forward to the realization of a coordinated and comprehensive system. We commend the Downtown DC BID for taking the initiative to develop such a program. The Commission looks forward to a more detailed presentation on the proposed graphics and installation designs for the sign system in the near future. As you know, the staff is available to assist and coordinate as needed.

Sincerely,



J. Carter Brown
Chairman

Mr. Joe Sternlieb
Deputy Director
Downtown DC
Business Improvement District
1250 H Street, N.W.
Suite 850
Washington, D.C. 20005

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EXHIBIT F

28 January 1999

Dear Mr. Klinedinst:

During its meeting of 21 January 1999, the Commission reviewed and approved the design for the reopening of G Street submitted by your agency on behalf of the District of Columbia Department of Public Works. In approving the scheme presented, the Commission notes that Twin Twenty light fixtures will be used. While the Twin Twenty's were originally designed for the scale of the avenues, it seems that they have found their way onto the side streets adjacent to G Street between 9th and 10th. Although pointing to precedence is not always an acceptable excuse, in this case we understand that using the single Washington Globe fixture likely would compromise some of the street tree spaces (already too few) because of the need to increase the number of such fixtures so as to provide light comparable to the Twin Twenties. The Commission would prefer more trees than less.

Of greater concern to the Commission than the type of light fixture used on G Street is the current DC DPW city-wide policy concerning the finished road surface. The members understand that asphalt will no-longer be used on roads in the District for maintenance reasons. While the Commission has no objection to exposed concrete roadbeds in theory, the example of several recently completed sections of streets in downtown Washington should give everyone reason to pause. The white concrete, the complete opposite of the dark gray asphalt associated with urban roadways, is not only distracting, it can often turn into an eyesore. Stains, especially oil, are immediately apparent. In addition, as District-owned concrete roads meet Park Service asphalt roads, the overall affect will only be worse. The compromise, of course, is for a color additive in the concrete mix.

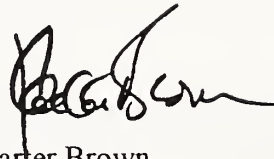
Since the entire city eventually will be affected by the new policy, the Commission recommends tests of various combinations of additives so as to achieve the best possible result. Test panels might be ordered and placed on exhibit for the deliberation of those agencies with review authority.

Mr. Klinedinst

Page 2

The staff is available should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown". The signature is fluid and cursive, with a long horizontal stroke at the end.

J. Carter Brown
Chairman

Mr. Gary L. Klinedinst
Division Engineer
Federal Highway Administration
U.S. Department of Transportation
21400 Ridgetop Circle
Sterling, Virginia 20166-6511

cc: Gary Burch, DC DPW
George Toop, NCPC

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EXHIBIT G

28 January 1999

Dear Mr. Klinedinst:

The Commission appreciated Jack Van Dop's good briefing on the E Street West bound studies you are conducting South of the White House. The strangulation of traffic due to the closure of this vital route has been of great concern to the Commission, and we are delighted to hear about the present direction of the work.

We still have serious reservations about establishing a route that requires a right turn on 17th Street and an immediate left on New York Avenue. Even a casual knowledge of this area, given the extremely heavy north and south-bound traffic during both rush hours and most times in between would seem to cast doubt on such a scheme. And as we pointed out, the proximity and the prolonged exposure of automobiles to the south-west gate of the White House would offer a very questionable increase in security. Keeping west bound traffic free of turning movements as much as possible would be the better goal.

In this regard we would like to mention once again the possibility of continuing the west bound flow uninterrupted all the way to 20th Street where it easily could be accommodated with an additional down ramp at the entrance to the E Street Expressway. Such a configuration would nearly mirror the pattern between 13th and 15 Streets where both east and west bound traffic flows very well in a side-by-side configuration south of Freedom Plaza.

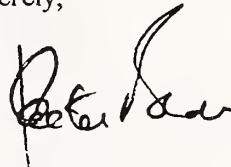
Another thing to bear in mind is the Corcoran's plan to restudy their long-anticipated addition on New York Avenue. Their previous scheme retained the service entrances on E Street, with no access to New York Avenue. Certainly one of the things we are going to ask the new architects to explore is providing a new service entrance on New York Avenue with the exit on E Street. Such straight through circulation would make it possible to have all catering service delivered within the interior, thus obviating the need for retaining this function on E Street. This would not only greatly facilitate catering services but would enhance security for the delivery and shipment of works of art, something that is done today with full exposure to the elements and virtually no protection from a host of unforeseen events.

Mr. Klinedinst

Page 2

We hope that your studies will be kept open to a variety of solutions rather than be narrowed to one or two at this time. Please keep us informed on your progress. It is vital that we reopen this west bound flow of traffic, and do so in a manner that can materially enhance the entire environment around the White House.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown". The signature is fluid and cursive, with a large initial "J" and "C".

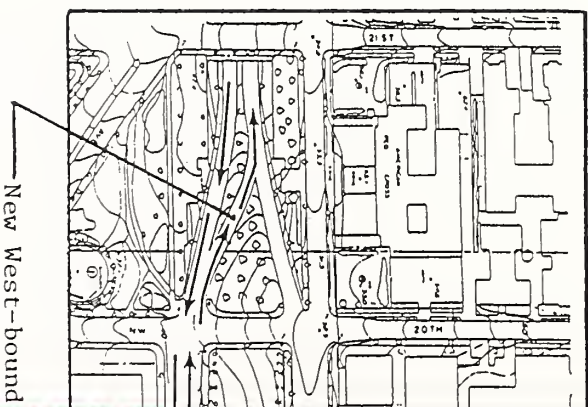
J. Carter Brown
Chairman

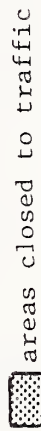
Mr. Gary L. Klinedinst
Division Engineer
Federal Highway Administration
U.S. Department of Transportation
21400 Ridgetop Circle
Sterling, Virginia 20166-6511

cc: Gary Burch, DC DPW
George Toop, NCPC

THE COMMISSION OF FI
STAFF PROPOSAL:
WE
BE

25 July 1996





* potential service lane.

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

EXHIBIT H

28 January 1999

Dear Mr. Diehl:

At its meeting on 21 January, the Commission of Fine Arts reviewed designs for the reverse of the Fifty States Quarters honoring Massachusetts, Maryland, South Carolina, New Hampshire, and Virginia. The Commission's choices were as follows:

Massachusetts: The designs showing (1) the frigate *Constitution*, (2) the Minute Man statue with the state outline, and (3) the Boston Light, were all considered acceptable. The design entitled "The Sacred Cod" was not approved.

Maryland: "The Star-Spangled Banner" design was considered most appropriate for Maryland. There were no objections to the use of the State House dome as a subject, but if this is selected, a design showing the building in a more normal perspective should be used, such as the design shown to the CCCAC labeled MD-A.

South Carolina: The members preferred a design featuring the palmetto, but found that it was not prominent enough in the one submitted, which showed the tree within the state outline along with the state bird and flower; they preferred to see a larger version, something like that in the design shown to the CCCAC labeled SC-A, although not necessarily with the outline of the state. The design showing the State House was also considered acceptable.

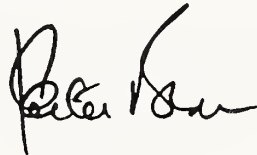
New Hampshire: The covered bridge design (the one without the stone wall, birch trees, and quotation from Robert Frost) was the clear preference. It was also thought that the modern concrete abutments should not be depicted, and that a few wavy lines should be placed in the stream area to give a stronger feeling of water. Several members expressed a hope that the motto "Live Free or Die" be added, perhaps just above the date; that is more of a text than a design issue, and we would defer to the recommendations of the Governor and the Secretary. "The Meeting House" design was not approved.

Mr. Diehl

Page 2

Virginia: The depiction of Mount Vernon with the dogwood branch was the first choice, with the "Colonial Capitol, Williamsburg" also being considered acceptable.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown". The signature is fluid and cursive, with the first name "J." being particularly prominent.

J. Carter Brown
Chairman

The Honorable Philip N. Diehl, Director
United States Mint
633 Third Street, N.W.
Washington, D.C. 20220

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

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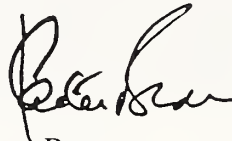
EXHIBIT I

Dear Dr. Robinson:

The Commission reviewed and approved the final designs for the picnic pavilion at the National Zoological Park during its meeting 21 January 1999. Though the removal of the stone fireplace is unfortunate, only one concern was raised, overall. The more natural Adirondack gable braces have been replaced by a symmetrical system of milled members. Perhaps varying the placement and width of the members would look a little less like a Chippendale railing.

We understand the area behind the pavilion is under study for an aquatic exhibit. We look forward to the presentation of the design concept at an early meeting.

Sincerely,



J. Carter Brown
Chairman

Dr. Michael H. Robinson
Director
National Zoological Park
3001 Connecticut Avenue, N.W.
Washington, D.C. 20008

cc: Ms. Robin Vasa, Assistant Director
Facilities Management and Construction

21 January 1999

EXHIBIT J

AGENDA ITEM EXHIBIT

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 98-217 HPA. 98-165	3100 South Street, N.W. Millennium Georgetown Development Georgetown Incinerator project	Residential/inn/ theatre complex - design development - conceptual

ACTION: No objection to the development of the concept design for the proposed residential /hotel/theatre complex at the Georgetown Incinerator site. Recommend further study of the modulation and variety of the storefronts, and the design of the podium wall on K Street, as well as the courtyard layout, and the elevations generally, especially the relationship and articulation of the individual building blocks. Recommend the complex accommodate significant landscape materials. File new concept application, including floor plans, cross-sections, landscape designs and material samples, for design development review by the Commission when ready.

S.L. 99-01 HPA. 99-03	2519 Connecticut Avenue, N.W. Brotsky Real Estate, LLC American Assoc. of Homes & Services	New mixed use building - conceptual
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ACTION: Returned without Action. Case superseded by case S.L. 99-25.

S.L. 99-3	101 Constitution Avenue, N.W. United Brotherhood of Carpenters and Joiners of American	New high rise building to replace existing - conceptual
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STATUS: On HOLD for development of revised design to be reviewed by the Commission when ready.

21 January 1999

AGENDA ITEM EXHIBIT

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 99-12	1300 Maryland Avenue, S.W. Mandarin Oriental Hotel The Portals	New hotel - conceptual

ACTION: No objection to the concept design for new hotel as shown in supplemental drawings for "Option with Arch" received and dated 19 January 1999. File new concept application, including material samples, for design development review by the Commission when ready. Design development should include further refinements of roof elements, decorative motifs, terrace, and river view facades.

S.L. 99-23	435 L'Enfant Plaza Center, S.W. Potomac Creek Associates LP	Alterations and repairs to plaza and new central skylight - conceptual
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ACTION: No objection to the concept design for alterations and repairs to plaza at L'Enfant Plaza complex including new central skylight to replace existing fountain as shown in supplemental drawings received and dated 21 January 1999. File new submission of working drawings with permit application for review by the Commission when ready.

S.L. 99-24 HPA. 99-136	655 15 th Street, N.W. Old Ebbitt Grill Clyde's Restaurant Group, Inc.	Replacement windows - conceptual
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ACTION: No objection to the concept design for replacement windows with bronze pilaster divisions as shown in drawings received and dated 11 January 1999. Recommend exploring replacement of windows south of main entrance on 15th Street to match new proposed windows. File new submission of working drawings with permit application for review by the Commission when ready.

S.L. 99-25 HPA. 99-137	2519 Connecticut Avenue, N.W. Brodsky Real Estate, LLC American Assoc. of Homes & Services	New mixed use building - conceptual
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ACTION: No objection to concept design for new mixed use building. Design development conforms to recommendations by the Commission during previous concept review (See case S.L. 99-01). File new submission of working drawings, including details and material samples, with permit application for review by the Commission when ready.

